

R SOLSTICE has COME and GONE, and  
COMMENCED, imperceptibly, perhaps,  
There are, however, STILL MANY

[illegible][illegible][illegible]

RE. Eric, Hardy, for Jacob Thoms  
 and wife, 12 Woodstock-st, Waverly.  
 RE. Reframing, will buy good mod-  
 ern, no dealers, 12 Woodstock-st, Waverly.  
 RE. Will buy some second-hand Furni-  
 ture, no dealers, J. T. P.O., Oxford-st.  
 RE. Late Mrs. M. M. Salisbury, at  
 at Mrs. Mrs. M. M. Salisbury, at, Drums-  
 tury, 12 Woodstock-st, Waverly.

### CITY COUNCIL NOTICES.

#### UNPAID RATES.

The rates for the year 1900, which  
 are now due, are not yet paid are pub-  
 lished in the following list, and that under  
 the name of the person or persons who  
 are liable for the same, for the recovery of all overdue  
 rates.  
 CHAS. A. TIVIAN,  
 Town Clerk.

#### SALES OF WOOLLEN CARS.

The following list of woolen cars, for  
 sale, in the following list, and that under  
 the name of the person or persons who  
 are liable for the same, for the recovery of all overdue  
 rates.  
 CHAS. A. TIVIAN,  
 Town Clerk.



## GOVERNMENT RAILWAYS.

NEW SOUTH WALES GOVERNMENT TOURIST BUREAU.

SPECIAL FIVE DAY TOURS.

MONDAY, SATURDAY, TO FRIDAY, 27th, 28th, 29th, 30th, 1st JULY.

A special day on Sydney Harbour, in a special observation car.

TUESDAY, 29th, 30th, 31st, 1st, 2nd JULY.

A special day on Sydney Harbour, in a special observation car.

WEDNESDAY, 30th, 31st, 1st, 2nd, 3rd JULY.

A special day on Sydney Harbour, in a special observation car.

THURSDAY, 31st, 1st, 2nd, 3rd, 4th JULY.

A special day on Sydney Harbour, in a special observation car.

FRIDAY, 1st, 2nd, 3rd, 4th, 5th JULY.

A special day on Sydney Harbour, in a special observation car.

SATURDAY, 2nd, 3rd, 4th, 5th, 6th JULY.

A special day on Sydney Harbour, in a special observation car.

SUNDAY, 3rd, 4th, 5th, 6th, 7th JULY.

A special day on Sydney Harbour, in a special observation car.

MONDAY, 4th, 5th, 6th, 7th, 8th JULY.

A special day on Sydney Harbour, in a special observation car.

TUESDAY, 5th, 6th, 7th, 8th, 9th JULY.

A special day on Sydney Harbour, in a special observation car.

WEDNESDAY, 6th, 7th, 8th, 9th, 10th JULY.

A special day on Sydney Harbour, in a special observation car.

THURSDAY, 7th, 8th, 9th, 10th, 11th JULY.

A special day on Sydney Harbour, in a special observation car.

FRIDAY, 8th, 9th, 10th, 11th, 12th JULY.

A special day on Sydney Harbour, in a special observation car.

SATURDAY, 9th, 10th, 11th, 12th, 13th JULY.

A special day on Sydney Harbour, in a special observation car.

SUNDAY, 10th, 11th, 12th, 13th, 14th JULY.

A special day on Sydney Harbour, in a special observation car.

MONDAY, 11th, 12th, 13th, 14th, 15th JULY.

A special day on Sydney Harbour, in a special observation car.

TUESDAY, 12th, 13th, 14th, 15th, 16th JULY.

A special day on Sydney Harbour, in a special observation car.

WEDNESDAY, 13th, 14th, 15th, 16th, 17th JULY.

A special day on Sydney Harbour, in a special observation car.

THURSDAY, 14th, 15th, 16th, 17th, 18th JULY.

A special day on Sydney Harbour, in a special observation car.

FRIDAY, 15th, 16th, 17th, 18th, 19th JULY.

A special day on Sydney Harbour, in a special observation car.

SATURDAY, 16th, 17th, 18th, 19th, 20th JULY.

A special day on Sydney Harbour, in a special observation car.

SUNDAY, 17th, 18th, 19th, 20th, 21st JULY.

A special day on Sydney Harbour, in a special observation car.

MONDAY, 18th, 19th, 20th, 21st, 22nd JULY.

A special day on Sydney Harbour, in a special observation car.

TUESDAY, 19th, 20th, 21st, 22nd, 23rd JULY.

A special day on Sydney Harbour, in a special observation car.

WEDNESDAY, 20th, 21st, 22nd, 23rd, 24th JULY.

A special day on Sydney Harbour, in a special observation car.

THURSDAY, 21st, 22nd, 23rd, 24th, 25th JULY.

A special day on Sydney Harbour, in a special observation car.

FRIDAY, 22nd, 23rd, 24th, 25th, 26th JULY.

A special day on Sydney Harbour, in a special observation car.

SATURDAY, 23rd, 24th, 25th, 26th, 27th JULY.

A special day on Sydney Harbour, in a special observation car.

SUNDAY, 24th, 25th, 26th, 27th, 28th JULY.

A special day on Sydney Harbour, in a special observation car.

MONDAY, 25th, 26th, 27th, 28th, 29th JULY.

A special day on Sydney Harbour, in a special observation car.

TUESDAY, 26th, 27th, 28th, 29th, 30th JULY.

A special day on Sydney Harbour, in a special observation car.

WEDNESDAY, 27th, 28th, 29th, 30th, 31st JULY.

A special day on Sydney Harbour, in a special observation car.

THURSDAY, 28th, 29th, 30th, 31st, 1st AUGUST.

A special day on Sydney Harbour, in a special observation car.

FRIDAY, 29th, 30th, 31st, 1st, 2nd AUGUST.

A special day on Sydney Harbour, in a special observation car.

SATURDAY, 30th, 31st, 1st, 2nd, 3rd AUGUST.

A special day on Sydney Harbour, in a special observation car.

SUNDAY, 31st, 1st, 2nd, 3rd, 4th AUGUST.

A special day on Sydney Harbour, in a special observation car.

MONDAY, 1st, 2nd, 3rd, 4th, 5th AUGUST.

A special day on Sydney Harbour, in a special observation car.

TUESDAY, 2nd, 3rd, 4th, 5th, 6th AUGUST.

A special day on Sydney Harbour, in a special observation car.

WEDNESDAY, 3rd, 4th, 5th, 6th, 7th AUGUST.

A special day on Sydney Harbour, in a special observation car.

THURSDAY, 4th, 5th, 6th, 7th, 8th AUGUST.

A special day on Sydney Harbour, in a special observation car.

FRIDAY, 5th, 6th, 7th, 8th, 9th AUGUST.

A special day on Sydney Harbour, in a special observation car.

SATURDAY, 6th, 7th, 8th, 9th, 10th AUGUST.

A special day on Sydney Harbour, in a special observation car.

SUNDAY, 7th, 8th, 9th, 10th, 11th AUGUST.

A special day on Sydney Harbour, in a special observation car.

MONDAY, 8th, 9th, 10th, 11th, 12th AUGUST.

A special day on Sydney Harbour, in a special observation car.

TUESDAY, 9th, 10th, 11th, 12th, 13th AUGUST.

A special day on Sydney Harbour, in a special observation car.

WEDNESDAY, 10th, 11th, 12th, 13th, 14th AUGUST.

A special day on Sydney Harbour, in a special observation car.

THURSDAY, 11th, 12th, 13th, 14th, 15th AUGUST.

A special day on Sydney Harbour, in a special observation car.

FRIDAY, 12th, 13th, 14th, 15th, 16th AUGUST.

A special day on Sydney Harbour, in a special observation car.

SATURDAY, 13th, 14th, 15th, 16th, 17th AUGUST.

A special day on Sydney Harbour, in a special observation car.

SUNDAY, 14th, 15th, 16th, 17th, 18th AUGUST.

A special day on Sydney Harbour, in a special observation car.

MONDAY, 15th, 16th, 17th, 18th, 19th AUGUST.

A special day on Sydney Harbour, in a special observation car.

TUESDAY, 16th, 17th, 18th, 19th, 20th AUGUST.

A special day on Sydney Harbour, in a special observation car.

WEDNESDAY, 17th, 18th, 19th, 20th, 21st AUGUST.

A special day on Sydney Harbour, in a special observation car.

THURSDAY, 18th, 19th, 20th, 21st, 22nd AUGUST.

A special day on Sydney Harbour, in a special observation car.

FRIDAY, 19th, 20th, 21st, 22nd, 23rd AUGUST.

A special day on Sydney Harbour, in a special observation car.

SATURDAY, 20th, 21st, 22nd, 23rd, 24th AUGUST.

A special day on Sydney Harbour, in a special observation car.

SUNDAY, 21st, 22nd, 23rd, 24th, 25th AUGUST.

A special day on Sydney Harbour, in a special observation car.

MONDAY, 22nd, 23rd, 24th, 25th, 26th AUGUST.

A special day on Sydney Harbour, in a special observation car.

TUESDAY, 23rd, 24th, 25th, 26th, 27th AUGUST.

A special day on Sydney Harbour, in a special observation car.

## AMUSEMENTS.

NELLIE STEWART.

AUSTRALIAN IDOL.

SECOND MATINEE.

NELLIE STEWART.

AUSTRALIAN IDOL.

SECOND MATINEE.

NELLIE STEWART.

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AUSTRALIAN IDOL.

SECOND MATINEE.

NELLIE STEWART.

## AMUSEMENTS.

THEATRE ROYAL.

Lance.

POPULAR PRICES.

Why should you wait till tomorrow when the show is so glorious tonight?

Good honest fun, without alloy, and plenty of it, at

BRAND HOLT AND COMPANY'S

Evening's Entertainment.

"THE GREAT RESCUE."

"THE GREAT RESCUE."

"THE GREAT RESCUE."

A Play of the Old Folks and the Young Folks

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<http://nla.gov.au/nla.news-page13>



the utilities. But this way of solving the problem in connection with the Peel River subdi-affected. The

**FEDERAL CAPITAL**  
**ADVISORY BOARD'S REPORT.**  
PORT AT JERVIS BAY.  
CONNECTING RAILWAY ROUTE.  
MELBOURNE, Wednesday

building ought to have been in direct com- will be cut up into allotments averaging country in t  
about five acres. Manning

CONNECTING RAILWAY ROUTE.

MELBOURNE, Wednesday.

Mr. Fuller in the House of Representatives and Senator Miller in the Senate tabled to-day the report of the advisory board appointed to submit views and recommendations on the Federal capital site question.

The report, which is addressed to the Minister for Home Affairs, contained the following

rate will be a good deal better than it is now. But the greatest prohibition

response, now furnished—(a) a plan of a contour survey, embracing that area where the physical and scenic qualifications required for the capital city of the Commonwealth are best met; (b) a tracing showing the proposed Federal territory, with details connected with the water supply; (c) a map showing a practicable route for a railway between the Federal territory and Jervis Bay; (d) A Admiralty chart of Jervis Bay, indicating the most favourable

it may be arranged. But the improve-

showing by distinctive colouring the various tentacles under which lunds are held; (b) a report covering the foregoing from A to E, and generally.

'Also we have been guided by your instructions of February 3 last when establishing this board, when you approved of the following:—'To consider the results of the preliminary investigations, and to advise you as to the site or sites which conform most closely to the requirements of the seat of government.'

dealing with letters, there is apparently no  
genial, still, I am glad to say, at this mo-  
ment as articulate and as audible as ever—

qualifications and factors, viz: Contour and physical features, area available, aspect and shelter, panoramic view, railroads, facilities and approach facilities, for classification of the city areas, ornamental water areas, disposal of sewage, suitability of soil, water supply, domestic water supply, power water supply, ornamental environment and park lands, suburban settlement.

"With the foregoing in view, we advise that the area most suitable for the purposes of a site for the Federal capital city is that indi-

akin and Mr. [unclear] the alterations will no doubt lengthen the period of general inconvenience consider-

"The site may be briefly described as a rectangular area, the eastern and western boundaries of the northern part resting on the slopes of Mount Alisile and the Black Mountain, the southern boundary being intersected by the Narrabundah range running from Mugga Mugga Mountain towards the Murrumbidgee River. This river, which flows through the area in a westerly direction, has facilities for the conservation of water for ornamental purposes.

our State. The other half-century or so some of our big such a record has its disadvantages. For one thing, the same question or related ques-

more marked or bolder south of the River  
Mologno than on the north  
The area of about 100 miles square is  
recommended adversely in order that the  
fullest scope may be given for the projection  
of the city design and the most effective  
location for the official centre.  
"Sewerage."—Respecting the sewerage of  
the proposed Federal capital city, we consider  
that no engineering difficulties will be encountered  
in the satisfactory disposal of sewage  
and the sufficient drainage of the town works.  
It will be necessary to make provision for  
the disposal of the sewage of the city.

it is still being managed by the trustees

Cotter River—There is a supply of perennially clear and pure water in the Cotter River. The catchment area of the river above the point at which the gauge readings for 1908 were taken embraces an area of about 170 square miles. According to the 1900 records, the supply at the point of gauging is sufficient for the domestic and civic requirements of a population of 25,000. The total volume from the catchment area of 170 square miles would be available, however, only by

When, how-  
of the worst vices of libraries is the  
accumulation of rubbish. When the  
ing Elizabeth-street would be attended to as  
soon as the necessary permission had been  
"To the r

Such a scheme would involve large capital expenditure, even for the initial population.

"For the water supply only, apart from power, a pumping scheme, with conservative works and equipment, for extension over a long time, presents advantages over a gravitation scheme. To accept the Cotter River as the source of power, in addition to supply, involves the carrying out of one of the engineering works for the avigation project to meet the combined demands. The full development

per acre per  
with remarks.

fall, each in 1908, provide for a population of 50,000 a sufficient water supply for domestic and civic purposes for electric transmission of energy for lighting, and for city parks and street tramways. But from the information available it cannot be determined whether or not a scheme combining a gravitation water supply and a power installation would be laid down at a cost that would be economical. In view, however, of the maximum consumption during the drought, combined with the minimum flow during successive years of low

is scientifically correct, and practically as convenient as any system could be. In a Coastal Steamers' Engineers.—During the past few weeks negotiations have been car-

"Molongoio and Qurbanbeyan Rivers—There are, however, other sources of water supply for power in the territory, viz. Molongoio and Qurbanbeyan rivers, combined. In order to regulate the flow of these rivers through the capital and to control and to develop them for agricultural purposes, the construction of weirs on the upper reaches will be necessary. The

g. the condi- We are glad to see that Mr. Madden recog- below decks, are to be taken into consid- which had c  
ill-health are nises this, though the recognition has tion in the computation of wages, and that day to day

the combined flow of these rivers takes off from veins below the city area, carried in a site for generating, would provide considerable power. The character of the country points to the practicability of such a scheme, but there is not sufficient information available upon which to estimate the cost. It will be a question for prolonged gauging and investigation to ascertain the exact value of this project. It may transpire that in view of the capital expenditure for a power scheme from the Coter River, coupled with the possi-

would be en- for them if it is available. As to the class tute applying for employment. In the matter of excursion trips, there is a proviso that an

"Ornamental and Flood Waters.—Ornamental water may be conserved at the city by means of a weir at any one of the points indicated on the map, and the cost of such survey at Canberra. It will be necessary, however, to preserve a constant level in the lake as formed, which object will be attained by the construction of a weir above the town of Queanbeyan, at the mouth of the Murrumbidgee river, at

...instruct its executive to ratify it.

A weir of sufficient height will be sufficient to maintain the flow of the Mologno below the junction of the two rivers during dry periods, and thus compensate for the loss by evaporation on the city ornamental waters. It is also pointed out that weirs on the upper reaches of these rivers will regulate the floodwaters.

"Railway to Port.—The board is of opinion that a practicable route for the railway communication can be found between the site of the Federal Capital city and Jervis Bay, but transfer, that before location is finally decided

hardly wide enough to allow of two persons walking abreast. The Newtown Council some

"Port at Jervis Bay.—With respect to the proposed port for the capital we are of opinion that Jervis Bay meets the requirements of the Commonwealth, and that the area of land proposed by Mr. Scrivener in this report, and situated at the southern extremity of the bay, is the most suitable. The winds between north-east and south, and in a measure from the west, but is exposed to the north and north-west, which may involve the construction of a breakwater."

undertaking was a national work. Therefore the committee recommended that the Mayor

"Area of Territory.—The area included in the boundaries of the proposed Federal Territory is approximately 648,587 acres, slightly in excess of 1000 square miles, originally referred to by this house. The actual area, however, can only be determined after survey of the territorial boundaries.

"Population.—The population within the proposed territory is approximately 4000.

In reply to a question by the House of Representatives, the Minister for Home Affairs said:

peated at a by Holman as deputy-leader, Mr. Nielsen as sec- common rule and the principle of finality of de- Chapman-Al-

all necessary steps to be taken to induce a measure to fix the exact site of the Federal capital.

**THE NORTHERN TERRITORY.**

ADELAIDE, Wednesday.

Mr. Justice Herbert, Government Resident in the Northern Territory, who is at present at Cameroonal, has telegraphed to the Acting Minister for the Northern Territory that the Government are not prepared to construct a

town last evening for Queenbeyan, where he will to-night address a public meeting in

through surpassed his previous  
its excellence. Food was splendid and abun-  
dant, but unavailable in large areas, owing  
to the absence of permanent waters.







THE AUSTRALIAN ELEVEN.

DEFEAT BY M.C.C. AND GROUND.

A PECULIAR WICKET.

(BY OUR SPECIAL REPRESENTATIVE.)

LONDON, May 23 (via Fremantle, Tues.).

Lords has once again revealed itself as the

Australian cricket team, which last week, by

the present tour, has been able to set

the credit of the premier English club.

The ground really had a good deal to do with

the result, though the same was played out in

glorious weather, all three days, being

gloriously fine and of an unusually high sun

temperature in May, yet the wicket which

looked good enough to last for a long time

towards a century was really not what it

seemed to be. It was a peculiar wicket. When

the heavy roller was run across it after each

innings, the surface was found to be hard

and smooth, and the batsmen were

not able to get the ball into the air.

At the first innings, the batsmen were

not able to get the ball into the air.

At the second innings, the batsmen were

not able to get the ball into the air.

At the third innings, the batsmen were

not able to get the ball into the air.

At the fourth innings, the batsmen were

not able to get the ball into the air.

At the fifth innings, the batsmen were

not able to get the ball into the air.

At the sixth innings, the batsmen were

not able to get the ball into the air.

At the seventh innings, the batsmen were

not able to get the ball into the air.

At the eighth innings, the batsmen were

not able to get the ball into the air.

At the ninth innings, the batsmen were

not able to get the ball into the air.

At the tenth innings, the batsmen were

not able to get the ball into the air.

At the eleventh innings, the batsmen were

not able to get the ball into the air.

At the twelfth innings, the batsmen were

not able to get the ball into the air.

At the thirteenth innings, the batsmen were

not able to get the ball into the air.

At the fourteenth innings, the batsmen were

not able to get the ball into the air.

At the fifteenth innings, the batsmen were

not able to get the ball into the air.

At the sixteenth innings, the batsmen were

not able to get the ball into the air.

At the seventeenth innings, the batsmen were

not able to get the ball into the air.

At the eighteenth innings, the batsmen were

not able to get the ball into the air.

At the nineteenth innings, the batsmen were

not able to get the ball into the air.

At the twentieth innings, the batsmen were

not able to get the ball into the air.

At the twenty-first innings, the batsmen were

not able to get the ball into the air.

At the twenty-second innings, the batsmen were

not able to get the ball into the air.

At the twenty-third innings, the batsmen were

not able to get the ball into the air.

At the twenty-fourth innings, the batsmen were

not able to get the ball into the air.

At the twenty-fifth innings, the batsmen were

not able to get the ball into the air.

At the twenty-sixth innings, the batsmen were

not able to get the ball into the air.

At the twenty-seventh innings, the batsmen were

not able to get the ball into the air.

At the twenty-eighth innings, the batsmen were

not able to get the ball into the air.

At the twenty-ninth innings, the batsmen were

not able to get the ball into the air.

THE AEROPLANE TRADE.

LATEST QUOTATIONS.

NO USE AGAINST BATTLESHIPS.

EXPERT FLYER'S OPINION.

"The market price of an aeroplane is

£1,500," said Mr. Colin Davies (Messrs. T.

and N. Tait's aeroplanes), who is in Sydney

for the purpose of selling aeroplanes, and

who is also a member of the Royal Aero Club.

The prospects for the trade are bright. There

is a good demand for aeroplanes. I can tell

you where they have all gone so far—to

Gorey, three to Russia, three to Sweden,

two to Sweden, and three to England. That

£1,500 is the price in Paris—not the London

price, of course. It is more than a hundred

pounds less than an aeroplane. The price

for such a machine is about £20,000, if

remembered.

"The French are doing far and away the

most work in aeroplanes. The French are

the best designers in the world. They are

the best designers in the world. They are

the best designers in the world. They are

the best designers in the world. They are

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FROZEN MEAT.

PRESENT CONDITIONS CONDEMNED.

MEETING AT CHAMBER OF COMMERCE.

Recent cables from London telling of the

damaged condition in which shipments of

Australian frozen meat arrived in England

have been considerably alarming to the

importers. In view of the great

importance of the export trade, the

council of the Sydney Chamber of Commerce

has decided to hold a meeting to consider

the matter. It is probable that the

meeting will be held on Friday next.

Mr. G. S. Littlejohn, president of the

Sydney Chamber of Commerce, presided at

the meeting, which was held at the

Chamber of Commerce, on Wednesday

last. The meeting was attended by

Mr. A. F. Robinson, Mr. J. H. B. Smith,

Mr. J. H. B. Smith, Mr. J. H. B. Smith,

Mr. J. H. B. Smith, Mr. J. H. B. Smith,

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NEWCASTLE.

COAL AND OTHER EXPORTS.

NEWCASTLE, Wednesday.

The following vessels cleared at the

Customs at Newcastle, on Wednesday

last, via Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 10 a.m., the ship "Herald,"

for Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 11 a.m., the ship "Herald,"

for Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 12 a.m., the ship "Herald,"

for Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 1 p.m., the ship "Herald,"

for Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 2 p.m., the ship "Herald,"

for Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 3 p.m., the ship "Herald,"

for Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 4 p.m., the ship "Herald,"

for Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 5 p.m., the ship "Herald,"

for Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 6 p.m., the ship "Herald,"

for Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 7 p.m., the ship "Herald,"

for Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 8 p.m., the ship "Herald,"

for Sydney, with 1000 tons of

coal, and 100 tons of other goods.

At 9







**THE TURF.**

Plains Bell, and Verrill ran off. Time, ten etc.  
Pendula Plate, at Mr. Shirling's Wal-ly, by Great  
—Dissidence, at Sib (C. Boston), 1; Mr. Fay's Merry  
% 7st Sib (C. Anderson); S: Sib Elder's Pensioner.

Library of Auct

7st 7lb; Rochdale, 7st 3lb; Wave Hill, 7st 3lb  
holme, 6st 8lb; Posito, 6st 8lb. Betting: 2

T. Stettler, F. Flower, M. Bell, T. Hall,  
 Tibbett, J. Lowry, J. A. Cole, J. Walker, W.  
 A. Stevens, H. M. Parsons, C. Pardy, A. Sch

to 1 y Parkes, Etherton, 2nd 30s; R. J. Wat

iam, G. Featherweights, 1st or under.—N.  
Hall, J. 2d, 1st round (lost)  
Forster, H. A. Box defeated J. O'Brien, on points.

Hector, Stokes, James, on points; P. G. Hall on points; C. J. Simpson knock

PORT KEMBLA, via Wo'gong  
Electric Co., on Grad.

defeated T. Brownlee,  
ed out J. Colley in the

Y.—Township lots, next  
sent Sat. 8. & W., Ltd.

McCrelland, Bosch, 577 Geo. St. Tenn. 215 24, 74

## THE N

McClelland, Boech, 877 Geo.-st. 31 by c

NAME, LOUIS A. BOURKE, SE

... 100 guineas, about sell. 772 Geo. st, H. A. 1

COND-HAND LARGE ASSORTMENT PIANOS

some page 1200







